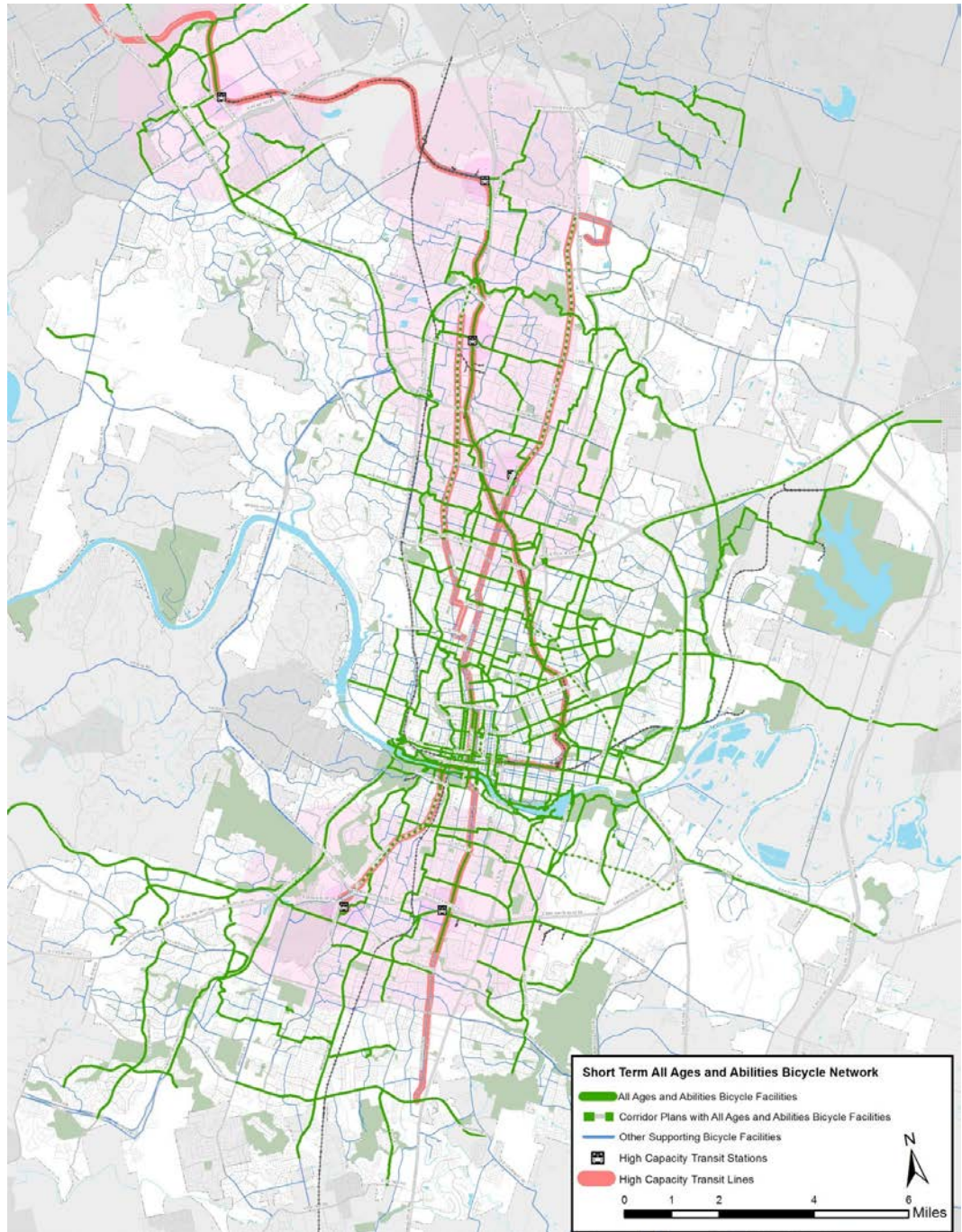


BIKEAUSTIN™



MAP OF RECOMMENDED ALL AGES AND ABILITIES BICYCLE NETWORK

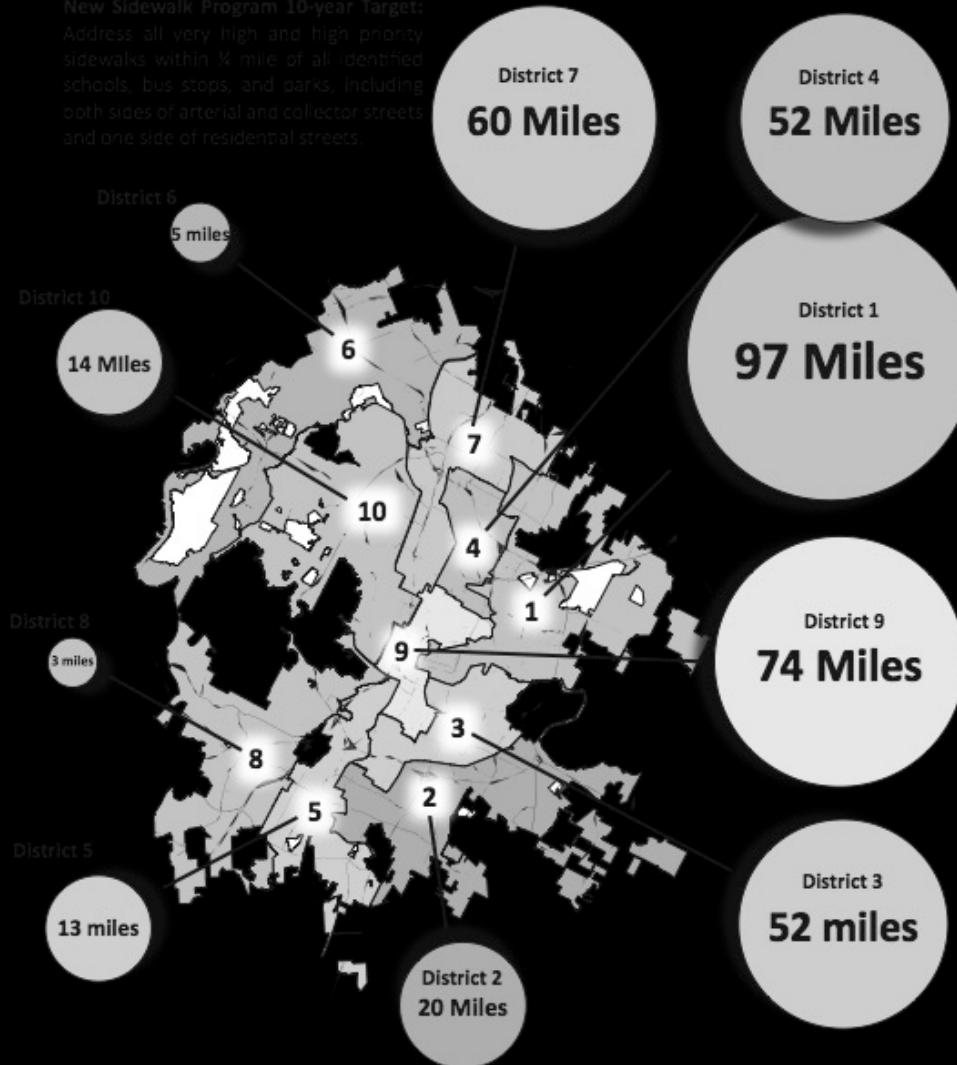




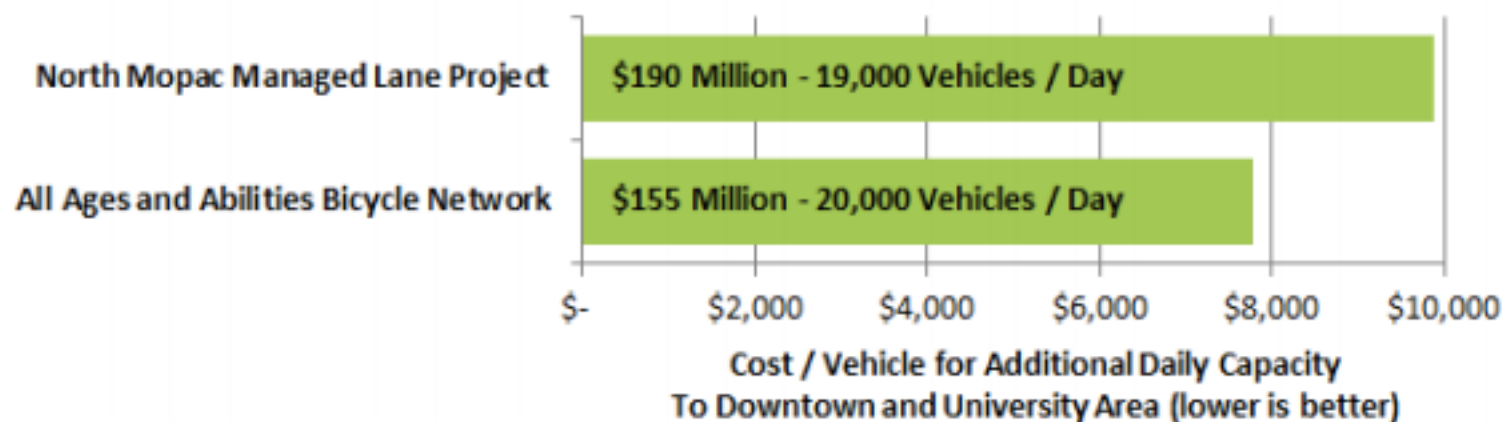
## COMPLETING THE NETWORK (CONT'D)

Exhibit 4-3: New Sidewalk Construction Miles 10-year Target

**New Sidewalk Program 10-year Target:**  
Address all very high and high priority sidewalks within ¼ mile of all identified schools, bus stops, and parks, including both sides of arterial and collector streets and one side of residential streets.



### Comparison of Regional Mobility Projects



*Source: City of Austin*



## Environmental Benefits

By reducing vehicle trips, bicycling reduces the pollution from motor vehicles. This, in turn, reduces the costs to mitigate environmental damage and public health impacts from air pollution that vehicles create. For example, the estimated reduction in miles traveled would result in a reduction of 84,000 metric tons of carbon per year, the equivalent of the carbon generated by the driving habits of Austinites over 11 days.



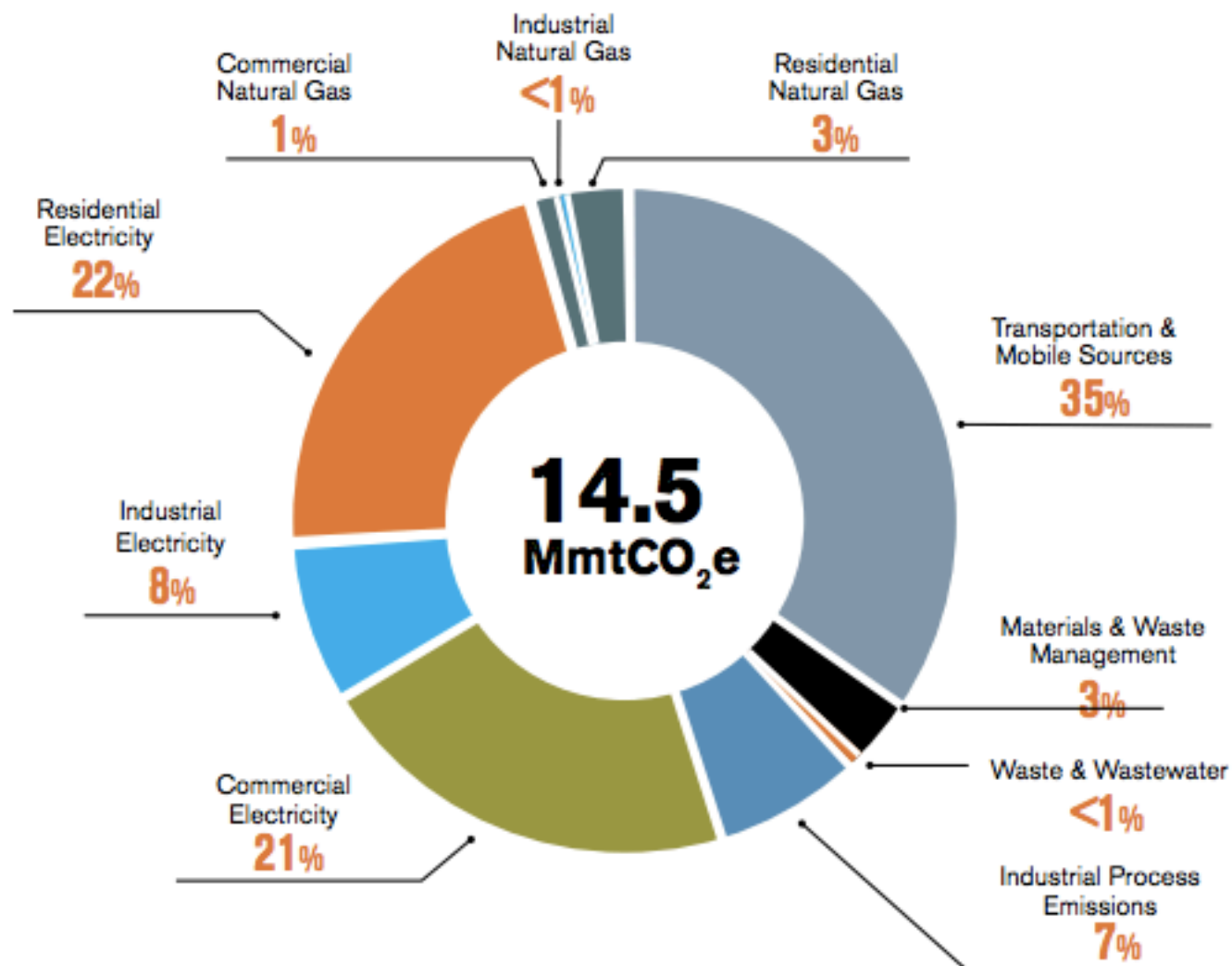


# Austin

COMMUNITY  
2015  
CLIMATE PLAN



## 2010 Estimated Travis County GHG Inventory





## Transportation and Land-Use Sources of Emissions

(source of 35% of total community-wide emissions)

The City directs general land use policy and works with multiple partners on strategic transportation investments that will help reduce community-wide emissions:

### Imagine Austin Comprehensive Plan

Provides a set of defined goals, principles, policies, and actions for the city's future growth. While there are numerous priority programs and goals laid out in Imagine Austin, some of the concepts related to transportation and land use are:

- A more compact and connected city that provides housing and businesses with activity centers.
- An integrated, expanded, and affordable transportation system that supports a variety of transportation choices, while reducing sprawl, congestion, and travel times.
- Safe bicycle and pedestrian facilities with well-designed routes that provide connectivity throughout Austin.

### Austin Bicycle Master Plan

Aims to significantly increase bicycle use and improve safety throughout Austin by creating an all ages and abilities network, which is expected to significantly reduce automobile congestion in key travel corridors.

### Urban Trails Master Plan

At full implementation, this plan will provide a cohesive recreational and transportation network of non-motorized, multi-use pathways to safely travel long distances across all of Austin.



ward the  
goal of net-zero greenhouse gas  
emissions by 2050."

—Rob Spillar, P.E., Director of Austin  
Transportation Department

3	Infrastructure and Service	IS-10	Consider mode separation for safety and mobility when considering building new highways, railways, and bicycle/pedestrian facilities; explore dedicated guideways/rights-of-way as reasonable and feasible.
1	Land Use	LU-1	Prioritize mixed-use development integrated with transit and the creation of compact, walkable and bikeable places with a commitment to plan transportation systems using objective analysis of environmental consideration, demand models, congestion models, safety, and full life cycle cost/benefit analysis.
1	Transportation Demand Management	TDM-3	Increase bicycle and pedestrian mode share by promoting cycling for workers living near their workplace and children commuting to school. Increase safety and program performance based engineering, enforcement, education, and evaluation. Encourage the development of web-based tools/mobile applications/other educational materials. Increase the scope and impact of bike promotional events (e.g. Bike to Work Day and VIVA Streets!).
1	Land Use	LU-3	Create pedestrian- and bicycle-friendly districts connecting urban centers and transit stops, optimizing safety for people of all ages and abilities through clearly marked, dedicated, and separated urban trails and bike lanes and wayfinding systems that incorporate national best practices.
3	Policy and Planning	PP-5	Develop and implement strategies that address spillover parking from commercial districts into adjacent residential areas that include increased public transportation, better pedestrian and bicycling amenities, improved signs, and parking management.
1	Transportation Demand Management	TDM-1	Support efforts to work with large employers and academic institutions to implement and improve trip reduction programs that include a regular survey of how the workforce commutes, explanation of benefits to commuters, and includes promotion of transportation alternatives (e.g. carpool/vanpool, bus/rail, bike/walk, flex/compressed work schedules) to their employees; celebrate successful programs.
1	Transportation Demand Management	TDM-4	Support programs that help commuters make first and last mile transit connections including promotion of first/last mile modes, such as, free circulator buses, collective zoned vanpool service, flex route systems, and bikeshare.

1	Infrastructure and Service	IS-1	Continue planning efforts to complete a connected network of proven high-capacity transit, including intracity and intercity systems, using the major projects identified in the Austin Strategic Mobility Plan and Project Connect to improve Austin's transportation and economic connections with other major cities in Texas.
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